Development Management - Delegated Officer Report

Application Number: AWDM/0651/20 Recommendation – APPROVE

Site: 21 Southview Road, Southwick BN42 4TW

Proposal: Proposed vehicle access

Date of site visit: Assessment has been assisted using the Applicants plan; Earthlight mapping; and Google 3D of the site.

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

The property is a situated on the west side of Southview Road and is a two storey, end of terrace dwelling. The property has an existing hardsurface and shingle front amenity area, but other than a partial dropped kerb off centre from the frontage, there is no vehicular access. There is no boundary to the front, and low boundaries to the sides.

The street scene comprises predominantly terraced and semi-detached two storey dwellings, and many have introduced front parking and a vehicular access to their front amenity areas.

Proposal:

The application seeks permission to:-

- Provide a vehicular access off of Southview Road measuring 4.6m in width

Representations: None received

Consultations: WSCC Highways

Access and visibility
The proposed plans demonstrate that a new Vehicular crossover (VCO) of 4.6m in width will be provided. However the plan does not appear to have been drawn to scale so it is unclear whether the site frontage is 4.6m in width. Details of this can be secured via condition. All access works are subject to a licence from the WSCC Area Engineer and must be constructed to a specification agreed with them.

The proposed plans do not demonstrate vehicular visibility at the proposed access. MfS requires a visibility splay of 2.4m x 43m for a 30mph road. However, in lightly trafficked and slow speed situations MfS does permit the use of a 2m x distance. Given the presence of on street parking it is anticipated that vehicle speeds will not

exceed the posted speed limit in this location and parked vehicles will enable a vehicle to edge out cautiously into the carriageway to achieve required visibility.

An inspection of data supplied to WSCC by Sussex Police over a period of the past 5years reveals that there has been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing road network is operating unsafely or that the addition of a single VCO would exacerbate an existing safety concern.

Parking and turning
The proposed plans demonstrate that the site frontage will provide a hard standing parking area. Whilst parking has been demonstrated, the plans do not reveal the exact measurements of the parking area. WSCC parking guidance sets out minimum dimensions of 2.4m x 4.8m for a parking space.

The proposed plan does not appear to be drawn to scale and from an inspection of WSCC mapping it appears that there is approx. 5.2m depth on the frontage, although this may not take into account the bay window. As such it is unclear whether there is sufficient depth on the site frontage for a vehicle to park without hanging over the footway.

As mentioned above, a license to construct the vehicular crossover would need to be obtained from the Local Area Engineer. It should be noted that as part of the licence application process the depth of hardstanding would be assessed and if found to be contrary to the Area Engineer working practices is unlikely to be granted.

The proposed plans do not demonstrate a turn on site and it is not considered that this would be achievable given the site constraints. From an inspection of local mapping, neighbouring dwellings operate similar arrangements without evidence of highway safety concern.

Conclusion
The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highwary network, therefore is not contrary to the NPPF (para 111), and that thee are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Access;
Car Parking Space;
Pedestrian Visibility;
Informative – Vehicular crossover

Relevant History: None

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15, 28

Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework 2021

Planning Assessment:

Principle:

The proposal comprises upgrading the existing housing stock located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the surrounding area.

Visual and Residential Amenities:

It is noted that there are other vehicular accesses within the locality to the application site, and therefore the provision of a further access will not be out of keeping with the character of the locality.

It is also noted that there are some properties without any vehicular access whatsoever. Should this application be approved for the vehicular access, it is not considered to result in a material loss of visual or residential amenities to neighbouring properties.

WSCC are the leading authority with regard to the highway safety of the access and the provision of a licence for the access. Whilst there are uncertainties with regard to the depth of the hardstanding and the access width, it is for WSCC to decide whether to issue a licence or not.

Recommendation: Approve:

Subject to Conditions:-

1. Approved plans
2. Standard time limit
3. Access
4. Car parking space

Informatives:-

1. Approved without amendment
2. Licence required for site access works on the public highway

Is recommendation contrary to letter(s) of representation? N

Case Officer: Eve Hearsey Date: 19.01.2022

Authorised by: Peter Barnett Date: 19 January 2022